

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 10, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Jim Rumpeltes for Darryl H. Crossman,
Litchfield Park | * Rosemary Arellano, Guadalupe |
| Ed Zuercher, Phoenix, Vice Chair | Gregory Rose, City of Maricopa |
| * Bryant Powell, Apache Junction | Christopher Brady, Mesa |
| Jessica Blazina for David Fitzhugh, Avondale | Kevin Burke, Paradise Valley |
| Stephen Cleveland, Buckeye | Carl Swenson, Peoria |
| * Gary Neiss, Carefree | # Greg Stanley, Pinal County |
| Peter Jankowski, Cave Creek | John Kross, Queen Creek |
| Marsha Reed, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Amber Wakeman for Dr. Spencer Isom,
El Mirage | Brad Lundahl for Fritz Behring, Scottsdale |
| # Brent Billingsley, Florence | # Bob Wingenroth, Surprise |
| Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation | Andrew Ching, Tempe |
| Grady Miller, Fountain Hills | Reyes Medrano, Jr., Tolleson |
| * Ernest Rubi, Gila Bend | Joshua Wright, Wickenburg |
| * Tina Notah, Gila River Indian Community | * Jeanne Blackman, Youngtown |
| Patrick Banger, Gilbert | Eric Gudino for John Halikowski,
ADOT |
| Brent Stoddard for Kevin Phelps, Glendale | Joy Rich for Tom Manos, Maricopa County |
| # Brian Dalke, Goodyear | John Farry for Scott Smith, Valley
Metro/RPTA |
- * Those members neither present nor represented by proxy.
Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Acting Chair Chris Brady, Mesa, at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Brian Dalke, Mr. Greg Stanley, and Mr. Bob Wingenroth joined the meeting via teleconference.

Acting Chair Brady noted that at each place were the following items: For agenda item #4, a printout of each city's international businesses; for agenda item #7, a survey for the Misdemeanor Domestic Violence Protocol Model; for agenda item #11 a legislative summary. Vice Chair Zuercher arrived at the meeting.

3. Call to the Audience

Vice Chair Zuercher recognized public comment from Ms. Dianne Barker, who stated that many big events, such as the Super Bowl, occurred in January. She stated that courage is getting back up after getting knocked down -- this is the American way. Ms. Barker encouraged getting out and walking in the fresh air while the weather is nice. She remarked that a mobile society is better. Ms. Barker stated that she favors education, but football brings in jobs. She suggested that each corridor should be looked at as multimodal. Ms. Barker stated that she sees a lot of bottlenecks on roadways. She indicated that she wants projects for each corridor to be considered competitively based on what works best. Ms. Barker stated that she supported regional planning. Vice Chair Zuercher thanked Ms. Barker.

Vice Chair Zuercher recognized public comment from Mr. Marvin Rochelle, who wished everyone a Happy Valentine's Day. He expressed his appreciation to all of the mayors and councils for approving paratransit. Mr. Rochelle stated that he has been working on implementing Dial-a-Ride since 2007; the effort was almost successful and then the economy crashed. Vice Chair Zuercher thanked Mr. Rochelle.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that work continues on the Tourism and Shopping Initiative (formerly the Border Crossing Card). He reported that a Resolution of Support for expanding the shopping and visitor zone to Mexican nationals was approved by the MAG Regional Council, six other regional planning organizations in Arizona, and the Intertribal Council of Arizona. Mr. Smith stated that hiring a consultant, the Honorable Jim Kolbe, to evaluate the program will be considered by the MAG Executive Committee on February 16, 2016. Mr. Smith stated that the *Financial Times*, an international daily newspaper, selected the article as an Editor's Choice story. Mr. Smith stated that the University of Arizona conducted a study and found an expanded shopping zone could represent a \$181 million impact statewide. He noted that currently, Mexican tourists with a border crossing card can travel only as far as Tucson.

Mr. Smith stated that a meeting of the Joint Planning Advisory Council called "The Sun Corridor - A Connected Economy" took place on January 8, 2016, at the Tucson Convention Center. He noted that the group discussed a unified plan, similar to the plan developed in Utah. Mr. Smith stated that speakers included Arizona State Senator Bob Worsley. He noted Mayor Christian Price's comments to take a small bite of the \$20 billion state transportation needs elephant by fixing Department of Public Safety (DPS) funding. Mr. Smith noted that MAG adding miles to the highway system has put additional demands on DPS. He added that funds from the Highway

Users Revenue Fund to DPS have totaled approximately \$90 million and the statutory limit is \$20 million per year.

Mr. Smith stated that nomination forms are now available on the MAG website for the 2016 Desert Peaks Awards. He noted that awards will be presented in six different categories. Mr. Smith stated that the entry deadline is March 11, 2016, and the awards will be presented on June 22, 2016, following the MAG Regional Council Annual Meeting.

Mr. Smith stated that Chair Darryl Crossman requested an update on ADOT's efforts to address wrong-way drivers on the highway system. He noted that ADOT is continuing to search for new technologies, while continuing to test systems that are currently installed.

Mr. Smith stated that MAG recently hosted a delegation from Abu Dhabi. He expressed appreciation for the assistance of Valley Metro and the cities of Chandler, Mesa, Phoenix, and Tempe on the visit. Mr. Smith stated that the delegation was interested in the differential between high speed rail and bus rapid transit. He noted that the delegation stated that their visit to the region was memorable, and he noted that Abu Dhabi has Foreign Direct Investment.

Mr. Smith stated that a topic of discussion at the last MAG Economic Development Committee meeting was Foreign Direct Investment. Mr. Smith stated that the MAG Information Services Division has developed a significant amount of information on Foreign Direct Investment. He noted that a list of each city's international businesses was at each place. Mr. Smith noted that Mr. Glenn Williamson, from the Canada Arizona Business Council, is an expert in this field. He reported that Mr. Williamson said that the list was the most important Foreign Direct Investment tool in the state of Arizona. Mr. Smith stated that the Foreign Direct Investment list has been provided to the Economic Development Committee. He stated that Ms. Carol Columbo, with the Transportation Trade Corridor Alliance, discussed strategies that could be conducted by mayors and the cities. Mr. Smith stated that these jobs are high paying, more recession-resistant jobs. He requested any corrections to the list be provided to MAG. He noted that Supervisor Andy Kunasek, who attended the Hannover Fair in Germany, spoke at the EDC meeting that Foreign Direct Investment is important. Mr. Smith noted that due to media scrutiny, international travel is difficult. He noted that a lot of resources are available in Arizona, such as Select USA and US Commercial Service. Chair Zuercher thanked Mr. Smith for the resource and his report.

5. Approval of Consent Agenda

Vice Chair Zuercher stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G were on the Consent Agenda.

Vice Chair Zuercher asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

No questions were noted.

Vice Chair Zuercher recognized public comment from Ms. Barker, who said that Valentine's Day is her favorite holiday. Ms. Barker stated that the minutes were accurate. She then addressed Mr. Rochelle's comments on Dial-a-Ride. Ms. Barker stated that there are more than 110,000 people over 65 years of age with disabilities who do not want to wait four hours to travel across the Valley by transit. Ms. Barker recalled the great fears in the 1980s for demand transit because it was so expensive. She stated that she favors a good Dial-a-Ride system, but not in the portion that will send us to bankruptcy. Ms. Barker stated that special fast buses could be instituted for cross-town travel. She noted that the bus drivers are trained in the Americans with Disabilities Act, and approximately 65 percent of those with disabilities are capable of taking transit. Ms. Barker stated that these bus routes could be extended to other times of the day besides commuter hours. She stated that she wanted to go on the record correcting her public comment at the January 27, 2016 Regional Council meeting. Ms. Barker stated that she said carbon monoxide, but meant to say carbon dioxide, a greenhouse gas. She said there are many pollutants that combine with that. Ms. Barker stated that numerous states are suing the Environmental Protection Agency. She said that MAG does not report on greenhouse gases, but needs to be involved. Ms. Barker stated that the cost of electricity here will increase if the use of coal is disallowed, and that will affect light rail. Chair Zuercher thanked Ms. Barker.

Vice Chair Zuercher called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G.

Mr. Carl Swenson moved, Mr. Kevin Burke seconded, and the motion passed unanimously.

5A. Approval of the January 6, 2016, Meeting Minutes

The MAG Management Committee, by consent, approved the January 6, 2016, meeting minutes.

5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at that the October 28, 2015, Regional Council meeting. Since then, additional project changes and additions have been requested by member agencies. The new requested project additions and changes include general highway and transit project changes, which are shown in Table A. On January 28, 2016, the MAG Transportation Review Committee recommended approval of the project changes.

5C. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential

development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2015 to December 31, 2015. Eleven of the 107 notices received have an impact to the state highway system. The Red Letter list was included in the January 28, 2016, MAG Transportation Review Committee agenda.

5D. Sun Corridor Metropolitan Planning Organization Loan Request

The MAG Management Committee, by consent, recommended approval to enter into a loan agreement with the Sun Corridor Metropolitan Planning Organization in the amount of \$622,325 in Federal Fiscal Year (FFY) 2016 STP funds to be utilized in MAG FHWA funded FFY 2016 Closeout process, and for repayment by MAG to SCMPO in FFY 2017. Sun Corridor Metropolitan Planning Organization (SCMPO) has requested that MAG enter into a loan agreement to assist them with \$622,325 in Federal Fiscal Year (FFY) 2016 Federal Highway Administration Surface Transportation Program (STP) funds that they cannot utilize this year due to project delays, and SCMPO is requesting MAG repayment of the funds in FY 2017. The proposed loan would have no negative impacts to the MAG region and requires a minimal amount of accounting time to track. The FFY 2016 loan request from SCMPO with the MAG region for STP funding will adhere to repayment terms as prescribed in the Arizona Department of Transportation loan program. The main benefit to the region includes early advance federal funding for projects that are currently underway or that can begin design, and can meet federal and state rules and policies.

5E. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we are requesting that street sweeper projects for be purchased and reimbursement requests be submitted to MAG within one year from the date of the MAG authorization letter.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including projects for Glendale, Maricopa County and Phoenix, and new CMAQ-funded Bicycle and Pedestrian projects for FY 2018. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5G. Social Services Block Grant Allocation Recommendations

The MAG Management Committee, by consent, recommended approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2017 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services and Community Initiatives Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, the MAG Human Services and Community Initiatives Committee conducts a service ranking exercise to help determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in December 2015 and the draft funding recommendations were released for public comment in January 2016. The draft allocations were recommended for approval by the MAG Human Services Technical Committee on January 14, 2016, and by the MAG Human Services and Community Initiatives Committee on January 21, 2016.

6. First Year Evaluation Results from the Co-Location of DPS Officers at the ADOT Traffic Operations Center

Mr. Sarath Joshua, MAG staff, reported on the effort to co-locate Department of Public Safety (DPS) troopers at the Arizona Department of Transportation (ADOT) Traffic Operations Center for improving coordination necessary for faster response and clearance of major traffic incidents on the freeway system. He stated that in the summer of 2014, this project was discussed extensively by the MAG Management Committee. He noted that in August 2014, the MAG Regional Council approved a three-year pilot program with an evaluation component.

Mr. Joshua stated that the program began in October 2014 and it was fully operational in January 2015. He noted that the crash data were gathered using the DPS electronic reporting system, TraCS, and evaluated over a period of nine months before co-location (January-September 2014) compared to the nine month period after co-location (January-September 2015). Mr. Joshua introduced Sgt. John Paul Cartier from DPS, one of the state troopers at the TOC.

Sgt. Cartier displayed the comparisons for freeway crashes without injuries and crashes with injuries for the January-September 2014 period and the January-September 2015 period after which DPS was located at the TOC. He stated that their response times, roadway clearance times, incident clearance times, and incident durations were compared. Sgt. Cartier noted that there were dramatic reductions in the times it takes to clear an incident from the roadway and mitigate a full incident.

Sgt. Cartier reported on fatal crash data for the January-September 2014 and January-September 2015 time periods. He indicated that you would expect to see a drop in the performance measures, but fatals tend to be less incidents. Sgt. Cartier stated that DPS typically responds to 22,000 to 23,000 collisions in the MAG region annually. He explained that they are not saving as much

time on a smaller number of incidents as they would on larger, less injury, or minor injury crashes. Sgt. Cartier stated that there has been a significant reduction in clearance times for fatal crashes.

Sgt. Cartier displayed the comparison for all types of crashes where the troopers have responded. He pointed out that the roadway clearance time has decreased by 54 minutes per incident and at 22,000 to 23,000 incidents, that is a lot of minutes. He noted that this also reduces the chances for secondary crashes to occur.

Vice Chair Zuercher asked Sgt. Cartier to explain the reason the response times increased while incident clearance times decreased.

Sgt. Cartier replied that it seems intuitive that the response times would also decrease, however, that is not necessarily true due to a number of factors. Perhaps due to the improved economy, there has been an increase in the average daily travel volume from 2014 to 2015, in some cases, 20,000-30,000 more vehicles per day on one mile of freeway. Sgt. Cartier noted that another factor is the troopers mitigated approximately 2,500 more crashes in 2015 than they did in 2014. Sgt. Cartier stated that when they verify an incident on a traffic camera, part of their job at the TOC is to reduce the response effort of the emergency responder. If the crash is a minor fender-bender, but reported as an unknown injury collision, they do not want responders responding as Code Three with emergency lights and sirens through heavy traffic, which adds risk to the motoring public, the first responders, and the departments involved.

Sgt. Cartier said that the evaluation showed the number of crashes was 11,243 in 2014 and 13,862 in 2015, an increase of 23 percent. He indicated that they have been able to mitigate more incidents with the same number of people as a result of the investment of resources by the Federal Highway Administration and MAG. Sgt. Cartier stated that they are able to reduce risk and improve traffic flow and congestion, which have economic and safety impacts.

Mr. Joshua noted that a press conference on the program's first year evaluation was held on January 19, 2016. He stated that a traffic simulation model at MAG was used to estimate the difference in traffic delay experienced by travelers between 2014 and 2015, using the same observed numbers provided by DPS. He noted that in 2015, traffic delay experienced by travelers, in comparison to 2014, was reduced by nearly 8.4 million vehicle hours, which is equivalent to \$165 million in savings. Mr. Joshua advised that this number does not include potential savings from reductions in secondary crashes.

Mr. Joshua stated that MAG and ADOT are jointly funding the project at nearly \$450,000 for the first year, and approximately \$425,000 per year for years two and three. He noted that despite a 23 percent increase in the number of freeway crashes, the average time taken to clear a crash site on freeways was reduced by 54 minutes, helping traffic move more quickly, preventing secondary collisions, and potentially saving lives. Mr. Joshua noted that the cost/benefit ratio for year one is 368:1.

Vice Chair Zuercher thanked Mr. Joshua and Sgt. Cartier for their reports. He asked if members had questions.

Mr. Dennis Smith asked Mr. Joshua to explain the how the dollar amount of \$168 million was determined. Mr. Joshua explained that the Texas Transportation Institute publishes an urban mobility scorecard published at Texas A & M University. The hourly value they calculate the amount of congestion in major metropolitan areas. Mr. Joshua stated that they used \$16.79 per hour for the calculation and arrived at the amount of \$168 million. He noted that \$16.79 is a 2011 figure and there is now a 2014 figure of \$17.67, which would calculate to \$174 million in savings.

Mr. Smith stated that the Management Committee had the most significant discussion at MAG of all of the committees. In addition, this discussion occurred at the same time as the HURF sweep discussion. Mr. Smith stated that several people questioned why MAG, instead of the state, would be funding DPS at the TOC. He noted that the state was not going to fund DPS at the TOC, so ADOT funded half and MAG funded half. Mr. Smith remarked that he could not recall another project at MAG with a cost/benefit ratio of 368:1. He noted that technology is changing so fast, the way we think about transportation might need to be changed. Mr. Smith stated that the Volpe Center indicated that a 20-year transportation plan might be a dinosaur and that we might want to look at a five-year capital program and planning scenario after that. Mr. Smith stated that this was a culture change in the Traffic Operations Center and reducing clearance times is a significant effort meaningful to the residents. He thanked the Management Committee for their support of this project.

Mr. Stephen Cleveland stated that this is a noteworthy opportunity to make known this is a beneficial accomplishment that needed to be communicated to freeway drivers who remark how long it takes for them to get to work. If not for this program, they could be on the freeway an additional 54 minutes.

Mr. Smith stated that a media press conference had been held and he asked Sgt. Cartier to speak on this project going national.

Sgt. Cartier stated that they have been able to showcase this project at some of the FHWA national traffic incident management events. He noted that he has visited TOCs in Nevada and Washington and their centers do not fulfill the same obligations as those occurring in the ADOT TOC. Sgt. Cartier stated that they continue to send out the MAG press release, protocols, procedures, etc. He indicated that MAG is a leader in this type of effort and he was not aware of any other jurisdiction in the U.S. with this type of project.

Mr. Cleveland suggested that information be provided to member agencies for use in their own local newsletters and other communications.

Ms. Kelly Taft, MAG Communications Manager, stated that an article on DPS in the TOC appears on the MAG website and in the current MAGAZine, which is currently being printed. She said that she could send the article to members for inclusion in their newsletters.

Mr. Cleveland stated that this is a project that should be applauded.

Vice Chair Zuercher agreed with Mr. Cleveland.

Mr. Gregory Rose referenced the response time. He asked if the response time is calculated from the time the call is dispatched or when the officers are on-scene. Mr. Rose also asked if traffic volume is one of the reasons for the increase in response time.

Sgt. Cartier stated that there are four main incidents that lead to an increase in response time. The first is traffic volume, which has increased. Sgt. Cartier noted that traffic on the region's freeway system can vary from 10,000 to 30,000 vehicles per day, depending on the segment. The second is the same number of responders responding to an increased call volume. The third is an increased call volume: approximately 2,500 additional collisions. The fourth is a deliberate slowdown at the TOC when emergency response is unnecessary.

Mr. Andrew Ching remarked that of the four factors mentioned by Sgt. Cartier, the only reason directly related to this program is the fourth element -- to make a decision in the TOC that could affect response times. He stated that traffic volume would have increased anyway, not as a result of this program and that the only decisions they have control over are the ones made in the TOC.

Sgt. Cartier replied yes, the proactive response efforts apply to incidents, such as activating tow trucks, initiating first responders and traffic control efforts. He indicated that centers nationally are not managing those efforts as proactively as they could, not leveraging their technology, and are acting in a reactive mode when the responders are on-scene and then making the decisions.

Mr. Ching asked if an analysis had been conducted on each of the four factors to determine the increase in response time -- how much was natural and how much was TOC decision making.

Sgt. Cartier stated that he did not know that particular factor.

Mr. Ching requested that the information be provided to the committee.

Mr. Joshua stated that they could examine the data collected by DPS to see if they could glean any information. He stated that certain metrics are used in traffic incident management and DPS is using the timelines for traffic events. Mr. Joshua stated that he was unsure that data could be correlated to traffic flow at a particular time, but they could take a look at it.

Mr. Ching stated that at the city and county levels they look at response times when considering resources, such as staff time and where they are directing these resources. He stated that three of the four factors seem to attribute an increase in response time to naturally occurring events. If three of four factors are determining longer response times naturally, a larger discussion on ADOT resources might be needed. Mr. Ching noted that ten minutes' increase year over year is significant.

Mr. Joshua stated that the first year data were collected by DPS. He noted that this pilot program would be conducted for two more years with an annual evaluation.

Vice Chair Zuercher remarked that this seems counter intuitive and response times are important. He added that he thought that further study on this would be beneficial.

Mr. Ching referenced the 368:1 cost/benefit analysis and the \$165 million in savings. He asked if the savings could be realized as a budget item, is there a way to use the numbers and offset the investment by MAG.

Vice Chair Zuercher commented that an analysis of that type is something that could be taken to a legislative committee.

Mr. Ching stated that he wanted there to be an understanding of how the numbers were derived. The savings is people's time and is a measurement of how investments are made over a period of time and how they realize a benefit. Mr. Ching stated that our investment is relatively small to realize \$165 million in savings and benefits. How do we derive that and make the case at the state that this is something the state, not MAG, should fund.

Mr. Smith stated that at the JPAC meeting in Tucson, the Utah representatives reported how they were successful in getting funding from the conservative Utah legislature. They went to the values of the Utah citizens and expressed time saved. Mr. Smith stated that this is a different approach in transportation. We might not get any money back in our budget, but time savings could be marketed to the citizens and they could be successful the next time they go for funding.

Mr. Patrick Banger expressed his appreciation to MAG for bringing back this item for an evaluation report. He applauded this effort. Mr. Banger stated that perhaps through appropriate channels, this could be used as an opportunity to support ADOT and DPS funding levels at the legislature. Mr. Banger noted that the concern for their funding levels being stretched thin is shared by many. MAG and ADOT needed to step in and fund this effort to prove its validity, but the state needs to take ownership at some point and take a look at their resources.

Vice Chair Zuercher expressed his appreciation for the great work. The committee applauded staff who worked on this project.

7. Approval of MAG Regional Misdemeanor Domestic Violence Protocol Model

Mr. Gregory Rose introduced Chief Steve Stahl, Police Chief of the City of Maricopa, who was present at the meeting to provide a report to the Management Committee on the MAG Regional Misdemeanor Domestic Violence Protocol Model. Mr. Rose stated that Chief Stahl has done an outstanding job at the City the past few years. He stated that Chief Stahl has a passion for all aspects of law enforcement, but a special sensitivity to the issue of domestic violence.

Ms. Amy Robinson, MAG staff, stated that the Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. She stated that the Regional Misdemeanor Domestic Violence Protocol Model was first developed in 2011 after it was revealed that there were more than 100 ways that law enforcement agencies were responding to domestic violence calls. Ms. Robinson stated that the purpose of the Regional Misdemeanor Domestic Violence Protocol Model is to save lives, time, and resources.

Ms. Robinson stated that the model is updated each year through elected officials, prosecutors, domestic violence advocates, law enforcement officials, and member agency staff. She explained the revisions included corrections and best practices. Ms. Robinson stated that implementation of the Misdemeanor Domestic Violence Protocol Model is being tracked each year by a survey instrument, a copy of which was at each place. She noted that the survey done in 2014 indicated that all agencies but one had implemented at least some of the Misdemeanor Domestic Violence Protocol Model. Ms. Robinson stated that they would like to improve the response rate for the survey.

Chief Stahl continued the presentation. He first thanked Mr. Rose for the introduction. Chief Stahl remarked that he is very passionate about child abuse and domestic violence offenses. He stated that he came to the City of Maricopa from the City of Mesa, which has a full advocacy center. He noted that domestic violence is an increasing problem. Chief Stahl stated that implementing the Misdemeanor Domestic Violence Protocol Model will require a cultural shift by everyone: police officers, victim advocates, prosecutors, judges, and social services workers.

Chief Stahl stated that in addition to 66 sworn officers, the Maricopa Police Department has 120 volunteers, 12 of which are trained to do crisis response. Chief Stahl narrated a success story. In 2013, the Maricopa Police Department had minimal followup contact with victims of domestic violence. In 2014, their followup contact percentage increased 4,000 percent, either immediately, during the incident, or on the following day. Chief Stahl stated that they have improved on working with social services agencies to implement the Misdemeanor Domestic Violence Protocol Model. He noted that the Misdemeanor Domestic Violence Protocol Model has been vetted by numerous police departments, and he remarked that it adds only about seven minutes to a call.

Chief Stahl stated that if a victim scores high on a threat assessment, social services could be arranged with the victim immediately if they choose. He recounted that his officers responded to a call where there was little evidence of assault, but the threat assessment was high. Chief Stahl noted that there had been no previous reports of domestic violence at this address, however, the alleged victim accepted services for herself and her children, and since then, the police have not been called to this residence.

Chief Stahl expressed that they would appreciate member agencies' support for implementing the Misdemeanor Domestic Violence Protocol Model. He noted that technology changes rapidly, for example, body cameras. Chief Stahl noted that their first responders use body cameras and they have a policy on the use of body cameras in domestic violence situations. He noted that they will continue to refine the Model based on best practices.

Ms. Robinson stated that the results from the risk questions on the 2014 survey were incorporated into the Misdemeanor Domestic Violence Protocol Model. She asked the support of the Management Committee in recommending approval of the Misdemeanor Domestic Violence Protocol Model and she encouraged responding to the survey in order to gather data for to improve the Model.

Vice Chair Zuercher thanked Chief Stahl and Ms. Robinson for their presentation. He asked if there were questions.

Mr. Dennis Smith stated that there is partial implementation of the Misdemeanor Domestic Violence Protocol Model and the Misdemeanor Domestic Violence Protocol Model Survey. He noted that staff would be back in one year with the updated results, and he added that this would include each agency's report. Mr. Smith stated that if the results are not measured, nothing will happen. He commented that if each city does this differently, it could lead to unsuccessful prosecutions and deaths of victims.

Mr. Reyes Medrano moved to recommend approval of the MAG Regional Misdemeanor Domestic Violence Protocol Model. Mr. Gregory Rose seconded, and the motion passed unanimously.

8. Programming for Bicycle and Pedestrian Projects Utilizing the MAG Federal Congestion Mitigation and Air Quality Improvement Program, and Transportation Alternatives Program (Infrastructure) Funding for Programming Years: FY 2018, 2019, and 2020

Ms. Teri Kennedy, MAG staff, reported on the Call for Projects in August 2015 for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Program (TAP) funds. She noted a clerical correction to the Surprise/Bullard Avenue project shown on Table B. The beginning point of the project should read Greenway Road, not Bell Road. The project work description should remove the reference to HAWK.

Ms. Kennedy stated that approximately \$23.6 million in CMAQ funding and \$12.9 million in TAP funding are available for bicycle and pedestrian projects for 2018, 2019, and 2020.

Ms. Kennedy stated that MAG staff addressed requests from MAG Transportation Review Committee and MAG Management Committee members to simplify the application process and modify the project evaluative criteria, in particular the presentation and committee rank score.

Ms. Kennedy stated that 37 applications were received from the August 2015 Call for Projects. These projects were evaluated by the MAG Bicycle and Pedestrian Committee, which recommended approval of 19 CMAQ funded projects and eight TAP funded projects. She stated that there were no carry forward funds and she added that ten projects in the amount of \$12.4 million were not funded.

Vice Chair Zuercher thanked Ms. Kennedy for her report. No questions from the Committee were noted.

Mr. Chris Brady moved to recommend approval of the priority list, including the aforementioned corrections to the Surprise project, of Congestion Mitigation and Air Quality Improvement Program and Transportation Alternative Program funded Bicycle and Pedestrian projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate, and to add the lists of FY 2018, 2019, and 2020 projects to the

Draft FY 2017-2021 MAG Transportation Improvement Program. Mr. Patrick Banger seconded, and the motion passed unanimously.

9. Federal Fiscal Year 2016 Closeout Programming – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

Ms. Kennedy then reported on programming of the Federal Fiscal Year 2016 Closeout. She noted that the five-year Fixing America's Surface Transportation Act (FAST Act) was signed on December 4, 2015. Ms. Kennedy stated that MAG issued the notice for closeout funds on December 10, 2015. Ms. Kennedy indicated that eligible projects included those in the categories of bicycle/pedestrian, Intelligent Transportation Systems, PM-10 paving, street sweepers, transportation safety, and Pinal County Arterials (Non Life Cycle). She added that eligible types of projects include advancements to FY 2016, increases on current work phases, and design for future federally funded construction/procurement projects.

Ms. Kennedy reported that MAG received requests for five project advancements (two with increases), seven project increases to current year project work phases, and 16 project design requests. She stated that available funding amounts in regard to Closeout are subject to change because the FAST Act information is being released incrementally.

Ms. Kennedy stated that the Obligation Authority increase this year was one percent. She indicated that the Closeout loan repayments can be addressed this year. Ms. Kennedy stated that there are available Arterial Life Cycle Program funds that could be utilized this year.

Ms. Kennedy stated two scenario options were developed and the Transportation Review Committee recommended approval of Option Two. She said that all current eligible requests in the amount of \$7.6 million can be met. Ms. Kennedy stated that this leaves a balance of approximately \$1.5 million, which will be addressed next month through the extended request (to February 11, 2016) for design work phases. She indicated a balance of approximately \$12.7 million obligation authority will be addressed via the Arterial Life Cycle Program through an announcement next month.

Vice Chair Zuercher thanked Ms. Kennedy for her report and asked if there were questions. None were noted.

Mr. Joshua Wright moved to recommend approval to proceed with Option Two and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation. Mr. Gregory Rose seconded, and the motion passed unanimously.

10. Discussion of the Development of the FY 2017 MAG Unified Planning Work Program and Annual Budget

Ms. Becky Kimbrough, MAG staff, reported on the development of the MAG Unified Planning Work Program and Annual Budget for FY 2017. She noted this item was on the agenda for information and discussion.

Ms. Kimbrough stated that the MAG budget is presented incrementally each year from January through May. This month the final draft of the proposed dues and assessments, the budget process timeline and the newly proposed projects for the FY 2017 budget were being presented.

Ms. Kimbrough outlined the four attachments reflecting the draft budget materials that were included in the agenda materials. She indicated that Attachment A is the proposed dues and assessments. Ms. Kimbrough explained that the final CPI-U for the 2015 calendar year was received January 20. The CPI-U is 2.33 percent. Ms. Kimbrough noted that 2.34 percent was used in the January draft so the final draft of the dues and assessments have changed very little.

Ms. Kimbrough stated that Attachment B is the budget timeline which outlines the formal budget development process starting in January and ending in May each year. She announced that the annual Intermodal Planning Group meeting is scheduled for March 11, 2016, at MAG.

Ms. Kimbrough stated that Attachment C is the budget webinar invitation. The webinar is open to the public and members, who can attend through the web, by phone or in person. Ms. Kimbrough stated that the webinar is scheduled for February 18, 2016, at MAG.

Ms. Kimbrough reported that Attachment D is the description and the cost estimates for newly proposed projects for FY 2017. She explained that there are eight new proposed projects with a focus on updating existing plans, implementing best practices and updating database work. Nine of the projects and associates have been ongoing at MAG, such as the continuation of the Traffic Signal Optimization Program and the Pedestrian and Bicycle Facilities Design Assistance program which are run by MAG for the benefit of the members. Ms. Kimbrough stated that comments or questions regarding the proposed projects or the draft budget are welcome.

Vice Chair Zuercher thanked Ms. Kimbrough for her report and asked if there were questions.

Mr. Dennis Smith noted that the development of the Work Program is an incremental process and there was ample time if members have questions or would like to suggest a project. He added that input on the budget was welcome.

Ms. Joy Rich stated that the number for the Air Quality Associate seemed high compared to similar positions at Maricopa County. She asked if the amount could be broken down into salary, benefits, overhead, etc., so they could compare it to the market range.

Mr. Smith stated that the Air Quality Associate is Ms. Cathy Arthur, an exceptional, multi-talented person who understands all of the MAG models and does the troubleshooting. He stated that the Associate contracts include no benefits.

Ms. Kimbrough noted that an Associate is a 1099 position.

Ms. Rich asked for clarification that the amount was for an annual contract. Mr. Smith replied yes.

11. Legislative Update

Mr. Dennis Smith provided an update on legislative issues of interest. He noted that he was reporting on behalf of Mr. Nathan Pryor, MAG's Intergovernmental Programs Director, who was at a conference in Washington, D.C.

Mr. Smith first reported on House Bill (HB) 2157, Arizona State Retirement System (ASRS); political subdivision entities, sponsored by Representative Ugenti-Rita, would have made ineligible future employees of MAG, and other organizations such as the League of Arizona Cities and Towns, county associations, Arizona Municipal Water Users Association, from participating in the ASRS. Mr. Smith stated that MAG would need to create another retirement program for its new hires if this bill passes.

Mr. Smith stated that in 2014, MAG staff and member agencies worked with the other associations and defeated this bill. Mr. Smith stated that in 2015 the bill was not run, however, in 2016 the bill has been introduced again. He stated that we were close to defeating the bill, but it passed out of committee 5-4. Mr. Smith noted that more than 25 percent of MAG staff were members of ASRS before coming to work at MAG and many of them have indicated they would not have come to work at MAG without that portability.

Mr. Smith stated that HB 2157 is very detrimental to MAG and he requested the assistance of MAG member agencies in contacting their legislators and defeating this bill. He stated that it is difficult to defeat a bill in committee, and the Chair of the committee spoke to the bill sponsor. Mr. Smith stated that MAG demonstrated its public service accomplishments in the region to the committee, for example, the 181 miles center line freeway, the 9-1-1 system, and defending the region's interests with the Environmental Protection Agency. Mr. Smith commented that it makes no sense if MAG is not allowed to participate in the ASRS.

Mr. Smith stated that a joint letter to the Governor on alternatives to fund DPS, limit HURF sweeps, and repeal the Arizona Department of Administration assessment, was signed by the Chairs of the MAG and PAG Regional Councils.

Vice Chair Zuercher thanked Mr. Smith for his report. No questions from the Committee were noted.

12. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

13. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Vice Chair Zuercher congratulated the City of Tempe's Streetcar project being included in the President's budget for the upcoming year. He added that this is a huge accomplishment.

Adjournment

There being no further business, the meeting was adjourned at 1:20 p.m.

Chair

Secretary